

Porsche to unveil trio of new cars

Porsche will showcase the world premiere of a new mid-engined sports car as well as the North American debuts of the new 911 GTS and 911 Speedster at this week's LA Auto Show.

With a power output of 408 hp, especially dynamic suspension and decidedly sporty equipment, the new 911 Carrera GTS ascends to the pinnacle of the Carrera model series.

The combination of a wide body with classic rear-wheel drive is unique within the Carrera family. Despite its increased power, the new Carrera GTS consumes no more fuel than the Carrera S.

Porsche will also unveil new small series of the legendary Speedster.

The two-seater, limited to 356 cars, differs significantly from other members of the 911 family. In the best tradition, the low windscreen, the sporty manual hood, and the characteristic double bubble on the convertible top compartment lid create a striking profile, making its wider rear track stand out even more.

The 911 Speedster is fitted as standard with a 408 hp six-cylinder engine, a Porsche-Doppelkupplungsgetriebe (PDK) transmission, Porsche Active Suspension Management (PASM) and Porsche Ceramic Composite Brakes (PCCB).

—Metroland Media
Carguide Magazine



Porsche is showing three cars at this week's LA Auto Show including the 408 hp 911 Speedster.



Chevrolet
Cruze

Cruze delivers on fuel consumption pledge

The official fuel consumption numbers for the 2011 Chevrolet Cruze Eco are in and they deliver on Chevrolet's best-in-class promise, with a Natural Resources of Canada (NRCAN) highway fuel consumption rating of 4.6 L/100km for manual transmission models.

In fact, Cruze Eco's highway fuel efficiency beats non-hybrid & diesel competitors and matches the 2011 Honda Insight hybrid based on NRCAN results.

It also wins out over the smaller 2011 Ford Fiesta and provides 17 per cent greater highway fuel efficiency than the 2011 Honda Civic.

The Cruze Eco carries an MSRP of \$19,495 and can be ordered today at Chevrolet dealers across Canada.

To achieve its segment-leading highway fuel efficiency, Cruze's engineers focused on aerodynamic performance, mass optimization and powertrain enhancements. The refinements in each area paid big dividends towards the car's

overall efficiency, while providing engineers with valuable information to help enhance the efficiency of future

Many were developed and refined in more than 500 hours of wind tunnel testing of the Chevy Volt, which shares a core architecture with the Cruze.

Examples include the upper grille, which has more 'closeouts' to improve aerodynamics, a lower front air dam extension, a rear spoiler, a lowered ride height and underbody panels that smooth airflow beneath the car.

The Eco model also features an all-new technology in the compact segment: a lower front grille air shutter that closes at higher speeds to reduce aerodynamic drag and opens at lower speeds to optimize engine-cooling airflow. Another contributor to reduced drag is the use of ultra-low rolling resistance 17-inch Goodyear tires (used with lightweight wheels), which are also used on the Volt.

—Metroland Media/Carguide Magazine

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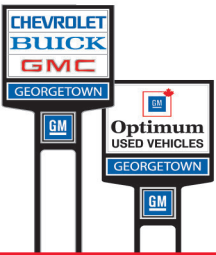
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